

# ABERDEEN CITY REGION DEAL:

Powering Tomorrow's World

<b>Report Name</b>	Aberdeen City Region Deal - Memorandum of Understanding: Progression of Transport Elements
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<b>Date of Report</b>	22 August 2019
<b>Governance</b>	City Region Deal Joint Committee

<b>1:</b>	<b>Purpose of the Report</b>
1.1	This report discusses progression towards the delivery of the transport schemes included in the Memorandum of Understanding, signed by the two Councils and Scottish Government alongside the City Region Deal in October 2016. This report is in addition to the 6 monthly updates prepared by Scottish Government and Transport Scotland.
1.2	It proposes for consideration by the Joint Committee an approach to Scottish Ministers regarding the £200m currently allocated to rail improvements between Aberdeen and the Central Belt. This is due to the issues that have been apparent in the practical progression of this aspect of the Memorandum of Understanding within the timescales of the City Region Deal.
1.3	It is highlighted that officers of Transport Scotland, the Scottish Government, and the Cabinet Secretary for Finance Economy and Fair Work have confirmed that the £200m remains fully committed for rail schemes to benefit North East Scotland and the connection to the Central Belt, for expenditure within the timeframe of the City Region Deal.

<b>2:</b>	<b>Recommendations for Action</b>
It is recommended that the Joint Committee:	
i)	Note the current progress with respect to the delivery of the Transport Elements of the Memorandum of Understanding; and
ii)	Support an approach to Transport Scotland to discuss an alternative investment in the North East of Scotland of the £200m currently allocated to improving rail journey times between Aberdeen and Edinburgh and Glasgow.

### 3: Summary of Key Information

#### Background

- 3.1 The Memorandum of Understanding between Aberdeen City Council, Aberdeenshire Council and the Scottish Government was established to sit alongside the Aberdeen City Region Deal. It details investment commitments being made by the Scottish Government for the benefit of the region, over and above the commitments made by all parties to the City Region Deal itself. A copy of the Memorandum of Understanding is contained in **Appendix A**. The accompanying Scottish Government press release is contained in **Appendix B**.
- 3.2 The agreement states that additional investment will be made in the North East of Scotland over the same 10 year period as the City Region Deal, comprising [with respect to transport investment]:
- a. An initial £200m additional funding to help improve journey times and increase capacity on key rail links between Aberdeen and the Central Belt; and
  - b. £24m of funding for the trunk roads' programme to support improvements to the key A90/A937 south junction at Laurencekirk.
- 3.3 The Memorandum of Understanding goes on to state *"the Region and City Partnerships Team [of the Scottish Government] commit to providing updates to the Aberdeen City Region Deal Joint Committee on progress with delivering the additional investment. Updates will be provided at least twice a year, and more frequently if warranted. In addition, the Region and City Partnerships Team provide a conduit back into the wider Scottish Government for any opportunities and/or issues of concern that the joint committee have been unable to resolve by other means"*. Since the finalisation of the Memorandum of Understanding, the Joint Committee have been receiving 6 monthly updates on the Transport Aspects. This report addresses issues of concern and potential opportunities related to the execution of the Memorandum of Agreement transport projects.
- 3.4 The accompanying press release (Appendix B) clearly confirms that the investment is additional to existing commitments, such as the investment associated with the Aberdeen to Inverness local rail infrastructure improvements and service upgrades. It confirms that the investment is specifically for the rail linkage between Aberdeen and the Central Belt, with the broader purpose of making *"a step change to the economy of the north east."*

#### Progress to Date of Memorandum of Understanding Transport Schemes

- 3.5 Work on the junction improvements at Laurencekirk have largely progressed to programme and to plan, with successful liaison with regional partners, and identification of a preferred scheme. It is fully expected that draft orders will be published by the end of this calendar year, with timetable for further

3:	Summary of Key Information
	<p>progression dependent on the number of, or nature of, objections received, and any subsequent requirement for Public Local Inquiry.</p> <p>3.6 The updates received on the Aberdeen to Central Belt project have revealed that despite the establishment of a project reference group, and the work of Transport Scotland and Network Rail, limited tangible progress to date has been demonstrated on a specific plan or programme for the investment of the £200m, as per the terms of the Memorandum of Understanding. Given the significant amount of technical appraisal and pre-planning work necessarily required to execute investment on the rail network in the order of £200m, officers consider it unlikely that it is now possible for this sum to be fully spent within the remaining timeframe of the City Region Deal (up to 2026).</p> <p>3.7 Despite the difficulties in bringing forward options for the investment of the additional £200m on the Aberdeen to Central Belt routes which principally benefit the north-east, officers do recognise the commitment being made to rail development in north east of Scotland outwith the £200m commitment, which include:</p> <ul style="list-style-type: none"> <li>i) Aberdeen to Inverness Improvement Project / Revolution in Rail – significant investment facilitating delivery of an hourly local rail service, overlaid onto regional express services;</li> <li>ii) Construction of a new railway station at Kintore in partnership with Nestrans and Aberdeenshire Council;</li> <li>iii) New Rolling Stock – introduction of High Speed Trains on inter-city services servicing the north east, significantly increasing seating capacity and reducing over-crowding pressures;</li> <li>iv) Recent re-signalling of the Aberdeen to Stonehaven section of track – allowing trains to run closer together in a safe manner, increasing track capacity, and enabling reduced journey times; and</li> <li>v) Craiginches South, New Crossover – removes the requirement for freight trains using Craiginches freight yard to use Aberdeen Station.</li> </ul> <p>3.8 Officers recently met with officers of the local rail team of Transport Scotland and Network Rail to specifically discuss progression on the Memorandum of Understanding commitments in relation to the Aberdeen to Central Belt project. During this meeting, officers of Transport Scotland confirmed:</p> <ul style="list-style-type: none"> <li>i) the £200m remains committed to rail investment to benefit the north east, related to Aberdeen to Central Belt connectivity, within the terms of the Memorandum of Understanding;</li> <li>ii) Transport Scotland and Network Rail are already delivering significant investment in rail in the north east which are working towards journey time reductions;</li> <li>iii) Network Rail are fully committed to delivering the Aberdeen to Central Belt project;</li> </ul>

3:	Summary of Key Information
	<ul style="list-style-type: none"> <li>iv) it is most likely that the investment will be achieved considering a whole corridor approach featuring a mixture of signalling, timetabling and other upgrades;</li> <li>v) due to the linear and highly inter-connected nature of the rail network, some investments made geographically remote from the north east may still bring significant benefits to the north east;</li> <li>vi) Transport Scotland officers are keen to improve communication flow between parties on the project, and there has recently been a noticeable improvement in this regard at officer level; and</li> <li>vii) Transport Scotland are considering changes to the practical operation of the Reference Group (which is due to next meeting in September 2019), with a view to improving the strategic dialogue and function of this group.</li> </ul>
3.9	<p>Officers in the North East have consistently argued that the £200m should be considered as additional investment, to be focused on schemes which primarily benefit journey times between Aberdeen and the Central Belt.</p>
3.10	<p>Analysis of published rail timetables between Aberdeen and Central Belt undertaken by Nestrans for the purposes of their Transport Strategy show that between 2007 and 2019, <b>average</b> rail journey times have <b>increased</b> to both Edinburgh and Glasgow in the order of 4 to 5 minutes (<a href="https://www.nestrans.org.uk/wp-content/uploads/2019/06/Monitoring-report-2019.pdf">https://www.nestrans.org.uk/wp-content/uploads/2019/06/Monitoring-report-2019.pdf</a> ). <b>Appendix C</b> shows changes to individual train journey times, comparing 2008, 2016 and 2019 timetables. It can be seen that whilst there have been meaningful reductions in published journey times on Aberdeen to Glasgow AM departures, other journeys (to and from Edinburgh, and from Glasgow to Aberdeen) do not yet demonstrate any general pattern of journey time reductions.</p>
3.11	<p>The next timetable (from December 2019) is anticipated to demonstrate significant local rail service improvements associated with the track infrastructure improvements between Aberdeen and Inverurie, offering up to 4 trains per hour in the peak direction on this section of track. It will also provide hourly cross city rail improvements (Montrose to Inverurie), which has been a priority regional project for a number of decades.</p>
	<p><b>Progress to Date on Other Transport Elements of the City Region Deal</b></p>
3.12	<p>The external links to Aberdeen South Harbour project has commenced detailed appraisal stage. It will be important to maintain progress and momentum on this stage of work, as the key options currently under consideration are narrowed down to a preferred option.</p>
3.13	<p>A parallel report to be considered at this Committee contains details on the progress of the Strategic Transport Appraisal, which has completed Pre-Appraisal stage, and is moving into moving into Initial Appraisal stage. This</p>

3:	Summary of Key Information
	<p>work, taking a clean sheet bottom-up look at problems, opportunities and options, will identify priority transport investments for the North East. The Strategic Transport Appraisal is also supporting work on the regional transport model (ASAM), used to help understand current and future problems, and the impacts of potential interventions. Progress is largely corresponding with the programme and expenditure anticipated in the outline business case approved by the Joint Committee on 10 November 2017, although some delay has been experienced due to the knock on impacts of the later than anticipated opening of the Aberdeen Western Peripheral Route.</p> <p>3.14 The work on the Strategic Transport Appraisal is also currently informing the next Regional Transport Strategy (draft planned for early 2020), inputs to the National Transport Strategy (consultation launched end of July 2019), the revised national Strategic Transport Projects Review, and Local Development Plans / Strategic Development Plan / National Planning Framework.</p> <p>3.15 Furthermore, the Transport Working Group is also closely involved in a series of studies that were <b>commenced prior to the City Region Deal</b>, and are <b>continuing in parallel with it</b>. The emerging findings of this work are now also being integrated into the Strategic Transport Appraisal. These transport studies include:</p> <ul style="list-style-type: none"> <li>a. Transport Linkages between Fraserburgh, Peterhead, Ellon and Aberdeen;</li> <li>b. A956 Wellington Road Corridor;</li> <li>c. Access from the South – Bridge of Dee;</li> <li>d. Local Rail Development / Local Rail Stations;</li> <li>e. A947 Route Action Strategy;</li> <li>f. Aberdeen City – Route Hierarchy Study / Parking Strategy / Low Emission Zone; and</li> <li>g. Aberdeen Cross City Connections.</li> </ul> <p><b>Proposals for Alternative Use of £200m for Regional Transport Priorities</b></p> <p>3.16 Delivering meaningful journey time improvements in the rail link between Aberdeen and the Central Belt remains a strategic goal within regional transport and economic strategies. However, it is recognised that realistically this may be delivered over a timescale longer than the City Region Deal.</p> <p>3.17 Nationally and regionally, there remains a requirement to invest in the transport infrastructure of the north east of Scotland to help deliver the objectives of the City Region Deal, Regional Economic Strategy, Climate Change Action Plan and Transport Strategies. Whilst the Strategic Transport Appraisal will be completed with business cases for investment-ready priority schemes, no clear cut funding allocation for these emerging projects have been identified.</p>

3:	Summary of Key Information
3.18	<p>Officers have accordingly undertaken an exercise to consider how emerging proposals within the regional transport project pipeline (including Strategic Transport Appraisal; ongoing Transport Studies; and existing Regional Transport Strategy commitments) could most effectively contribute to economic development goals within <b>the remaining lifetime</b> of the City Region Deal, on the presumption that the £200m could be used for other transport purposes. This work has considered the case for investment (i.e. the existing problem informed by outcomes from regional model), the effectiveness of potential options currently identified, the wider policy fit (including development plans, specific economic opportunities), and the potential delivery pathway and associated timescales. Four projects have initially been identified through this process.</p> <p><b><i>Road and Junction Upgrade, A90 Ellon to Toll of Birness</i></b></p> <p>3.19 This project has arisen from work undertaken by Nestrans on the Fraserburgh-Peterhead and Ellon to Aberdeen Transport Study. Development pressures, road safety concerns, uncompetitive public transport times, and peak period congestion at Ellon are all current problems. However, there are ongoing and emerging activities which will increase pressure on the corridor, including increased levels of fish landing, processing and export; energy transformation projects; increased utilisation resulting from recent significant investment at Peterhead Port; launch of Fraserburgh harbour masterplan. These all contribute to a number of specific economic growth opportunities. With investment being able to be staged, early delivery of priority improvements is anticipated as being possible within the remaining timespan of the CRD, including work on junctions and links between Ellon and Toll of Birness. Economic appraisal work has indicated positive cost to benefit ratios arising from this investment. Improvements to road network to the north of Toll of Birness to both Fraserburgh and Peterhead have also been considered, but to date studies suggest that these should focus on targeted safety improvements.</p> <p><b><i>Corridor Improvements, A956 Wellington Road</i></b></p> <p>3.20 Currently at detailed option appraisal stage, this key corridor caters for strategic freight movements, acts as an important access point to the City Centre, is a key public transport corridor, has a variety of active travel demands, and is a corridor associated with wider economic redevelopment associated with Aberdeen South Harbour (which is the largest single private sector infrastructure investment linked with any Scottish City Region deal). Proposals centre around improving junctions at Hareness and Souterhead, accommodating freight movements from Aberdeen South Harbour, and promoting active and sustainable travel for access to the city centre.</p>

<b>3:</b>	<b>Summary of Key Information</b>
	<p><b><i>Rail Station Development – North of Aberdeen</i></b></p> <p>3.21 Feasibility work has been undertaken demonstrating that options are available for the development of local rail stations at sites north of Aberdeen, with sites proximal to TECA / P&amp;J Live Arena, and closer to the Woodlands area contributing to redevelopment and community objectives. Further appraisal and feasibility work is now required to further develop the case for investment. Local rail development also provides opportunities to directly support City Centre Masterplan delivery and other local growth areas. The Nestrans Board has recently considered and approved this feasibility work, asking for further work to be taken forward at two sites.</p> <p><b><i>Rail Station Development – South of Aberdeen</i></b></p> <p>3.22 A Local Rail Development Fund bid has been submitted to Transport Scotland, with support from Nestrans, to determine feasibility of alternative locations, and capacity with respect to the local rail timetable. Historically, sites have been indicated in and around Newtonhill and Cove, but other options may be possible. These sites respond to development pressures to the south of Aberdeen, but also contribution to the City Centre Masterplan delivery.</p> <p>3.23 For all rail work It will be necessary to closely consider a wide range of feasibility impacts, impacts on existing local and inter-city services, and other wider timetabling and infrastructure considerations.</p> <p><b>Next Steps</b></p> <p>3.24 All four identified schemes will continue to be progressed and developed as options within the Strategic Transport Appraisal, Regional Transport Strategy, and other work. The ongoing nature of this work implies that as strategic appraisal effort continues, <b>other regional priorities may arise</b>. However, dedicated funding allocated to these schemes (in a similar manner to the dedicated funding allocated to Laurencekirk Junction or the External Links to Aberdeen South Harbour project) will provide a more certain delivery pathway, and enable commitments (and in some cases) delivery to be made by all partners within the timescale of the City Region Deal.</p>

<b>4:</b>	<b>Finance and Risk</b>
	<p>a. All Transport projects included in the Memorandum of Understanding are being managed and funded directly by Transport Scotland.</p> <p>b. Scottish Government and Transport Scotland and the Cabinet Secretary have repeatedly confirmed that the £200m remains committed to rail projects, as per the Memorandum of Understanding agreement.</p>

4:	Finance and Risk
	<ul style="list-style-type: none"><li data-bbox="300 293 1331 443">c. Officers consider that with respect to the £200m Aberdeen to Central Belt investment, there are currently programme risks associated with identifying schemes that can be committed and implemented within the timescale of the CRD, as per the terms of the Memorandum of Understanding.</li><li data-bbox="300 488 1331 638">d. Despite worthwhile and economically beneficial projects being identified through the various strands of ongoing appraisal work (including those identified in this report) that there currently exists no clear source of funding to progress or implement them.</li></ul>



Appendix A – Aberdeen City Region Deal Memorandum of Understanding

Appendix B – Scottish Government Press Release Associated with  
Memorandum of Understanding

Appendix C – Aberdeen to Central Belt Rail Timetable Analysis, 2019  
compared to 2008 and 2016

Appendix 1 – Memorandum of Understanding

**MEMORANDUM OF UNDERSTANDING FOR THE ADDITIONAL  
INVESTMENT FOR THE ABERDEEN CITY REGION**

**between**

**Aberdeen City Council**

**and**

**Aberdeenshire Council**

**and**

**Scottish Government**

## 1. Background

Alongside the Heads of Terms agreement signed by Scottish Government, UK Government, Aberdeen and Aberdeenshire Councils and Opportunity North East (ONE) in January 2016, Scottish Government made a commitment to invest a further £254million in the North East over the same 10 year period as the City Region Deal. The investment comprises:

- An initial £200 million additional funding to help improve journey times and increase capacity on key rail links between Aberdeen and the Central Belt.
- £24 million of funding for the trunk roads' programme to support improvements to the key A9/A937 south junction at Laurencekirk.
- £10 million for extension of digital infrastructure in the Aberdeen and Aberdeenshire area above and beyond the commitment through the City Region Deal.
- £20 million in infrastructure funding to unlock housing sites that are of strategic importance to the local authorities.
- 5 year certainty on £130 million of affordable housing grant.

This paper sets out how these additional commitments will be delivered and the mechanisms to ensure that the Aberdeen City Region Joint Committee is kept informed so as to be able to maximise synergies with the City Region Deal investments.

## 2. Protocol Arrangements/considerations

This funding from the Scottish Government is additional to the £250 million UK Government and Scottish Government support to the City Region Deal. The City Region Deal is an agreement between Scottish Government, UK Government, Aberdeen and Aberdeenshire Councils and ONE. Its management and governance structure includes a joint committee to oversee delivery of the City Region Deal comprising three representatives each from the administrations of Aberdeen City Council, Aberdeenshire Council and the Board of ONE.

The Joint Committee seeks sight of progress with the additional Scottish Government package of investment, and in particular the investment in housing, digital connectivity and the Laurencekirk Junction, so that it better identify opportunities to maximise the impact of the City Region Deal and vice versa. This memorandum of understanding provides a means to manage communications between those undertaking the City Region Deal measures and those undertaking the additional investment. The objective is to ensure the City Region Deal Joint Committee has an overview of the prioritisation, scope of the work and aggregate investment package in order to identify any local challenges and/or deliver additional local opportunities.

The Scottish Government's Region and City Partnerships Team holds the lead Scottish Government responsibility for the City Region Deal and is the conduit for the information exchange. Alongside a series of bilateral engagements on individual aspects of the additional investment package, the Region and City Partnerships Team commit to providing updates to the Aberdeen City Region Deal Joint Committee on progress with delivering the additional investment. Updates will be provided at least twice a year, and more frequently if warranted. In addition, the Region and City Partnerships Team provides a conduit back into the wider Scottish Government for any opportunities and/or issues of concern that the joint committee have been unable to resolve by other means.

The Scottish Government will provide regular updates on the additional investment to the Head of Economic Development at Aberdeen City Council and the Head of Economic Development & Protective Services at Aberdeenshire Council ("the Heads of Service").

The Heads of Service will report to the Joint Committee with the updates provided by the Scottish Government in terms of the Aberdeen City Region Deal.

The Heads of Service will act as the point of contact between the Scottish Government's Region and City Partnerships Team and the Joint Committee.

In addition, details of each individual element of the additional investment package and the relevant relationships are set out in the attached annexes.

- Annex 1 – Housing
- Annex 2 – Transport
- Annex 3 – Digital

**Signed for Aberdeen City Council**

Name  
Position  
Date

**Signed for Aberdeenshire Council**

Name  
Position  
Date

**Signed for Scottish Government**

Name  
Position  
Date

## Annex 1

### Housing

The housing commitment that forms part of the package of additional Scottish Government investment alongside the City Region Deal equates to £130m over the 5 year period 2016/17 – 2020/21. The key advantages associated with this arrangement will be:

- Facilitation of a joint approach towards planning for meeting housing needs across the City Region
- Certainty of resource availability over the 5 year period will allow for more definite forward planning within and across the two LA areas and encourage innovation and efficiencies in utilisation of the subsidy available
- Budgetary flexibility within each financial year across the two LA areas will facilitate a joint approach to delivery of affordable housing and ensure, as much as possible, that resources are invested and retained across the area.
- Additional resources through the Infrastructure Fund to facilitate a joint approach to support acceleration of new development sites within the wider Aberdeen Housing Market Area. Acceleration of the programme to deliver affordable housing and the associated links to economic growth and competitiveness in the City Region area.

### Protocol Arrangements/considerations

Protocol for the housing element commits partners to the following:

- Collaboration between both Local Authority housing and planning departments around future allocation of land for housing (as set out in the Strategic Development Plan) and the potential to streamline the planning approval process.
- Early identification of infrastructure projects which will facilitate future housing delivery within the 5 year period of the agreement
- Collaboration between both Local Authorities on SHIP (Strategic Housing Investment Plan) development – this is particularly important to identify potential pinch points in forward programmes and in planning for slippage mitigation
- Resource Planning Assumptions will be allocated on an annual basis to each individual Local Authority - these combined will make up the City Region housing allocation.
- Strategic Local programmes will be issued to each Local Authority based upon Strategic Housing Investment Plan and programme discussions
- Agreement of process and timeline to discuss budgets jointly with Scottish Government and Local Authorities on a regular basis within each financial year. This will focus on identifying issues and trigger

points for spend flexibility between the Local Authorities ( 4 x per year – April, June, September, December)

- Any potential spend slippage to be notified to SG immediately
- Where possible, slippage in spend within one LA area will be re-allocated to the other LA where it can assure spend will be achieved within the same financial year
- Should slippage within one financial year be re-allocated to the partner City Region LA, then agreement should be reached between the two LAs, and with Scottish Government, on the timeline for any agreed repayment to the originating LA.

### Contact Points

Stephen Pathirana  
Head of Housing Markets, Strategy and North Programmes  
More Homes Division  
Housing and Social Justice Directorate  
0131 2445490  
E-mail: Stephen.Pathirana@gov.scot

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Scottish Government – Housing and Social Justice – More Homes Division  
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## Annex 2

### Transport

The transport commitment that forms part of the package of additional Scottish Government investment alongside the City Region Deal is:

- An initial £200 million additional funding to help improve journey times and increase capacity on key rail links between Aberdeen and the Central Belt; and
- £24 million of funding for the trunk roads programme to support improvements to the key A9/A937 south junction at Laurencekirk.

There is value in ensuring that the Aberdeen City Region Joint Committee is kept informed of progress with these projects so that it can maximise synergies with the City Region Deal investments.

### Protocol Arrangements/considerations

This annex proposes a protocol for the transport investments that would be agreed by all of the partners involved. The transport protocol:

- Commits Transport Scotland to providing progress updates on these projects through the City Region Deal Transport Working Group as and when the project specific Partnership Group or Key Stakeholders are updated. Given the nature of the projects there is no fixed reporting timescales or format but these will be based around relevant milestones, decision points and/or opportunities for synergies.
- Commits the Aberdeen City Region Joint Committee to early and on-going engagement with Transport Scotland where plans or projects might have a bearing on the strategic transport network and to the provision of updates on emerging projects based around relevant milestones, decision points and/or opportunities for synergies.

### Contact Points

The key contacts within Transport Scotland for liaison on Aberdeen City Region Deal and related projects are:

Alison Irvine, Head of Strategic Transport Planning, Transport Scotland  
[alison.irvine@transport.scot.gov](mailto:alison.irvine@transport.scot.gov)  
0141 222 7590

David Torrance, Major Transport Infrastructure Projects, Transport Scotland  
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## Annex 3

### Digital

The digital commitment that forms part of the package of additional Scottish Government investment alongside the City Region Deal is:

- £10 million for extension of digital infrastructure in the Aberdeen and Aberdeenshire area above and beyond the commitment through the City Deal.

Within the Heads of Terms Agreement for City Region Deal itself, the digital commitment states:

18. Improving the region's digital infrastructure is key to the long term future of the local economy. It will drive innovation through the better use of our physical and digital assets to enhance public and private service delivery, to tackle inequality and to improve social outcomes.
19. ***COMMITMENT - local partners will perform a gap analysis, and then explore with both Governments the digital needs for the region. This is with view to creating a digital infrastructure fund which will address the digital challenges of both the city and shire and underpin enhanced service delivery across private and public sectors.***

Scottish Government is prepared to use the additional £10m investment to complement the City Region Deal project once the findings from the gap analysis are known and specific digital infrastructure propositions have been developed and agreed.

The Aberdeen City Region Joint Committee will be kept informed of progress with the overall digital project so that it can maximise synergies with the rest of the City Region Deal investments.

### **Protocol Arrangements/considerations**

This annex proposes a protocol for the digital investment that would be agreed by all of the partners involved. The digital protocol:

- Recognises that the additional investment is designed to augment the City Region Deal investment
- Notes that any investments in digital infrastructure as part of the City Region Deal should complement and add value to existing infrastructure and initiatives in a way that reduces the potential for duplication. To that end, partners have agreed that the Scottish Government will work closely with local partners to help shape and design the city deal digital project(s), involving key partner organisations, including Scottish Futures Trust.
- Commits the Scottish Government to sharing the latest information on SG-funded infrastructure deployment and planning and playing a proactive role to help shape City Deal digital projects.
- Commits the Aberdeen City Region Deal partners to initiate and oversee appropriate governance arrangements that ensure all parties

are sighted on key scoping work, such as infrastructure gap analysis, and involved in the design of specific project propositions.

Contact Points

Robbie McGhee, Acting Head of Broadband Policy, SG:  
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Neil Rutherford, Senior Associate Director, Scottish Futures Trust:  
0131 510 0825 / 07736 770 904

Scottish Government Press Release  
28/01/16 10:35

## £254 million boost to Aberdeen

<https://news.gov.scot/news/254-million-boost-to-aberdeen>

### Transport

#### **Scottish Government to go beyond City Deal agreement.**

The Scottish Government will invest, over the same 5-10 year time span as the City Region deal, an additional £254 million in the North East's infrastructure, Cabinet Secretary for Infrastructure, Investment and Cities Keith Brown announced today.

The funding, is in addition to the Scottish Government's commitment to 50:50 funding of the Aberdeen City Deal.

It will be targeted towards the delivery of improved transport and digital connectivity and local housing programmes requested by the local authorities.

The Scottish Government is already providing over £1 billion to the area and only this week confirmed the construction of a new secondary school in Inverurie.

Existing investment in the area includes £170 million for the railways (Aberdeen to Inverness), £37 million in Inverurie Academy and £745 million in the Aberdeen Western Peripheral Route showing the value and on-going commitment of the Scottish Government to communities in the North East.

The First Minister will visit Aberdeen on Monday for meetings with the oil and gas industry where she will make a further announcement of Scottish government action to support innovation, exploration, skills and access to finance for the North Sea industry.

The extra funding being announced by the Scottish Government will help make a step change to the economy of the North East, through;

- An initial £200 million additional funding to help improve journey times and increase capacity on key rail links between Aberdeen and the Central Belt.
- £24 million of funding for the trunk roads programme to support improvements to the key A90/A937 south junction at Laurencekirk.
- £10 million for extension of digital infrastructure in the Aberdeen and Aberdeenshire area above and beyond the commitment through the City Deal.
- £20 million in infrastructure funding to unlock housing sites that are of strategic importance to the local authorities as well as 5 year certainty on £130 million of affordable housing grant

Welcoming the extra funding, Mr Brown said:

“This announcement of additional funding sends an unequivocal message that Aberdeen and the North East remain central to driving future growth and prosperity in Scotland.

“While I support the City Deal agreement, the Scottish Government recognises that there is more support that can be made available to the region and that will deliver real economic benefits. That is why we have decided to invest £254 million of

additional Scottish Government support in key infrastructure in the North East to cement Aberdeen as one of the world's leading cities for business and industry. It is clear that the appetite of the Councils, and the needs of the area require more.

“This additional funding includes £20 million to unlock strategic housing development sites which will deliver affordable housing in the region and a further £10 million to deliver competitive digital solutions to support economic development.”

“The £224 million investment in the transport infrastructure will support improvements to the trunk road and strategic rail networks, including infrastructure improvements, double tracking at key pinch points, and other opportunities to improve journey times to the central belt and on to London, increasing capacity for passenger and freight services, supporting jobs and growth and providing an economic boost to the cities and communities of the North East.

“A grade-separated junction at Laurencekirk has been a long-standing commitment of the Scottish Government and we have been working hard with the two local authorities and Nestrans to deliver this much-needed scheme for the people of the north east as soon as possible, bringing improved road safety and economic benefits to road users and the local community in Laurencekirk and the north Angus area.

“This funding reaffirms our commitment to Aberdeen City and shire and supports over £1 billion of investment in the area including £50 million for the Haudagain improvement works.”

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## Rail Journey Time Changes - Aberdeen to Central Belt

### Comparison of Dec 2008, Dec 2015 and May 2019 Journey Times

#### Aberdeen to Edinburgh

2019 Departure Time	Dec 2008 Timetable	Dec 2015 Timetable	May 2019 Timetable	Journey Time Change (mins)	
				2008 to 2019	2015 to 2019
05:49	2 hours 28	2 hours 35	2 hours 35	+7	0
07:07	2 hours 27	2 hours 29	2 hours 24	-3	-5
07:52	2 hours 35	2 hours 32	2 hours 33	-2	+1
08:20	2 hours 41	2 hours 35	2 hours 35	-6	0
09:04	2 hours 22	2 hours 22	2 hours 33	+11	+11
09:52	2 hours 33	2 hours 34	2 hours 34	+1	0
11:02	2 hours 22	2 hours 25	2 hours 26	+4	+1
12:07	2 hours 20	2 hours 20	2 hours 23	+3	+3
13:12	2 hours 21	2 hours 23	2 hours 21	0	-2
13:57	2 hours 20	2 hours 23	2 hours 34	+14	+1
14:52	2 hours 38	2 hours 34	2 hours 34	-4	0
16:02	2 hours 31	2 hours 30	2 hours 31	0	+1
17:15	2 hours 24	2 hours 29	2 hours 29	+5	0
18:18	2 hours 34	2 hours 32	2 hours 32	-2	0
19:16	2 hours 22	2 hours 23	2 hours 19	-3	-4
20:10	2 hours 45	2 hours 49	2 hours 37	-8	-12
21:07	2 hours 47	2 hours 44	2 hours 22	-25	-22
21:31	2 hours 36	2 hours 36	2 hours 37	1	+1

#### Edinburgh to Aberdeen

2019 Departure	Dec 2008 Timetable	Dec 2015 Timetable	May 2019 Timetable	Journey Time Change (mins)	
				2008 to 2019	2015 to 2019
05:30	2 hours 44	2 hours 44	2 hour 44	0	0
07:29	2 hours 27	2 hours 27	2 hours 27	0	0
08:31	2 hours 24	2 hours 26	2 hours 30	+6	+4
09:28	2 hours 15	2 hours 18	2 hours 23	+8	+4
10:28	2 hours 41	2 hours 35	2 hours 37	-4	+2
11:32	2 hours 16	2 hours 20	2 hours 20	+4	0
12:30	2 hours 23	2 hours 22	2 hours 20	-3	-2
13:30	2 hours 16	2 hours 21	2 hours 21	+5	0
14:29	2 hours 37	2 hours 38	2 hours 38	+1	0
15:28	2 hours 22	2 hours 25	2 hours 26	+4	+1
16:28	2 hours 31	2 hours 33	2 hours 37	+6	+4
17:36	2 hours 31	2 hours 28	2 hours 29	-2	+1
18:11	2 hours 41	2 hours 38	2 hours 37	-4	-1
18:33	2 hours 42	2 hours 40	2 hours 43	+1	+3
19:34	2 hours 23	2 hours 27	2 hours 19	-4	-8
20:32	2 hours 36	2 hours 40	2 hours 40	+4	0
21:42	2 hours 24	2 hours 25	2 hours 24	0	-1

### Aberdeen to Glasgow

2019 Departure	Dec 2008 Timetable	Dec 2015 Timetable	May 2019 Timetable	Journey Time Change (mins)	
				2008 to 2019	2015 to 2019
05:39	3 hours 01	3 hours 07	2 hours 51	-10	-16
06:38	2 hours 42	2 hours 42	2 hours 33	-9	-9
07:35	2 hours 35	2 hours 38	2 hours 35	0	-4
08:49	2 hours 33	2 hours 33	2 hours 28	-5	-5
09:42	2 hours 38	2 hours 40	2 hours 36	-2	-4
10:46	2 hours 37	2 hours 37	2 hours 32	-5	-5
11:45	2 hours 33	2 hours 34	2 hours 32	-1	-2
12:47	2 hours 33	2 hours 36	2 hours 31	-2	-5
13:48	2 hours 33	2 hours 40	2 hours 30	-3	-10
14:42	2 hours 38	2 hours 39	2 hours 35	-2	-4
15:38	2 hours 42	2 hours 43	2 hours 45	+3	+2
16:30	2 hours 37	2 hours 49	2 hours 40	+3	-9
17:39	2 hours 39	2 hours 41	2 hours 47	+8	+6
18:38	2 hours 39	2 hours 45	2 hours 37	-2	-8
19:42	2 hours 33	2 hours 34	2 hours 38	+5	+4
20:44	2 hours 33	2 hours 36	2 hours 37	+4	+1

### Glasgow to Aberdeen

2019 Departure Time	Dec 2008 Timetable	Dec 2015 Timetable	May 2019 Timetable	Journey Time Change (mins)	
				2008 to 2019	2015 to 2019
05:53	2 hours 44	2 hours 51	2 hours 44	0	-7
07:41	2 hours 35	2 hours 35	2 hours 34	-1	-1
08:39	2 hours 36	2 hours 33	2 hours 42	+6	+9
09:40	2 hours 52	2 hours 54	2 hours 54	+2	0
10:40	2 hours 33	2 hours 32	2 hours 32	-1	0
11:39	2 hours 32	2 hours 35	2 hours 31	-1	-4
12:39	2 hours 32	2 hours 33	2 hours 35	+3	+2
13:39	2 hours 38	2 hours 45	2 hours 43	+5	-2
14:39	2 hours 34	2 hours 34	2 hours 35	+1	+1
15:39	2 hours 34	2 hours 34	2 hours 38	+4	+4
16:42	2 hours 32	2 hours 35	2 hours 45	+13	+10
17:40	2 hours 52	2 hours 55	2 hours 46	-6	-9
18:40	2 hours 37	2 hours 41	2 hours 40	+3	-1
19:38	2 hours 32	2 hours 34	2 hours 42	+10	+8
20:40	2 hours 39	2 hours 41	2 hours 41	+2	0
21:40	2 hours 40	2 hours 44	2 hours 50	+10	+6

